

ANNUAL REPORT

OF THE

MANAGERS

OF THE

UNION CANAL COMPANY

OF PENNSYLVANIA

TO THE STOCKHOLDERS.

NOVEMBER 20, 1838.

PHILADELPHIA:

Printed by R. P. Desilver, No. 255 Market Street.

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1838.

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At the Annual Meeting of Stockholders of the Union Canal Company of Pennsylvania, held at their Office, in Carpenter's Court, November 20th, 1838, the following Report was presented, read, and accepted; and is now printed in compliance with the provisions of the Charter.

On the same day the following Gentlemen were elected to manage the affairs of the Company for the ensuing year:

PRESIDENT.

WILLIAM BOYD.

MANAGERS.

CHARLES GRAFF,  
FRANCIS G. SMITH,  
JOSEPH HOPKINSON,  
THOMAS BIDDLE,  
WILLIAM H. KEATING,  
JOHN BOHLEN,

THOMAS W. MORRIS,  
CHARLES DUTILH,  
GERARD RALSTON,  
SIMEON TOBY,  
FREDERICK FRALEY,  
SAMUEL V. MERRICK.

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## R E P O R T .

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Agreeably with the requisitions of the Charter, the President and Managers of the Union Canal Company of Pennsylvania submit to the Stockholders their annual report.

The navigation of the Union Canal continued open last season until the 12th December, when obstructions from ice, made it necessary to close the same.

The first loaded boat passed the summit level at Lebanon this spring on the 31st of March, since which, the main line of Canal from the Susquehanna at Portsmouth to the Schuylkill below Reading has been in navigable order for loaded boats, without one day's interruption. The extraordinary drought of the summer and autumn, accompanied with unusual heat, had the effect of reducing the water so low in some of the canals in this State, that navigation for a time was suspended. It is matter of congratulation to the stockholders and managers of this Company, that the



same inconvenience was not experienced on the main line of the Union Canal.

On the Branch Canal leading from Pine Grove to the Water Works, the navigation was for a period suspended. The large reservoir constructed in the gap of the Blue Mountain, which covers with water an area of about seven hundred acres, owing to the excessive and long continued drought, was so much exhausted as to afford only a sufficient supply for the machinery at the Water Works and to feed the summit level. The late rains have, however, again filled the great dam, and boats loaded with coal and iron of the Pine Grove region are, and have been for some weeks past, in active operation.

Should an additional reservoir be erected in the mountain district above the village of Pine Grove, it is confidently believed that the want of water would not again be experienced on the summit level, and that an abundant supply would be furnished for an uninterrupted navigation on a very extended scale.

A large proportion of the water now raised to the summit is lost by leakage, owing to the decay of the plank lining with which that portion of the canal passing through the limestone region had been protected. It is believed that by repairing the lining in places where, from the exposure to the rigour of the weather, it has become decayed, and improving the machinery at the Water Works, a sufficient quantity

of water can be obtained for keeping up the navigation of the main and branch canal throughout the year, and for boats of any capacity that are used on the State and Schuylkill canals.

The tolls received from the 1st November, 1837, to the end of the first week of November, 1838, being one year, amounts to \$123,575 46.

The tolls of last year amounted to \$107,590 37, showing an increase of this year of \$15,985 9.

We look upon this increase as most encouraging, for, notwithstanding the dry season, the low state of the western waters, and the great calamity which befel the Pennsylvania Canal near Hollidaysburg, rendering it useless for navigable purposes from the nineteenth of June until this time, the Union Canal enlarged its business and increased its tolls, and it is hoped and believed, that as the prosperity of the country advances, a constant and augmenting revenue will be derived from our improvement.

The wooden locks constructed on the Branch Canal leading to Pine Grove are very defective, and will shortly require to be replaced by those of a more permanent character. Experience has shown that wooden locks are not the most economical for canals. The outlay in the first instance, when compared with the cost of stone locks, is small, but the permanency and substantial nature of the latter, are greatly to be preferred over those built of more perishable mate-



rials. It is recommended, that whenever it becomes necessary to rebuild a lock, it should be constructed of stone-work, and of the enlarged dimensions adapted for boats carrying from fifty to sixty tons. Thus in replacing a guard-lock at the head of the navigable feeder this season, the Company constructed a new stone lock of ninety feet in length by fifteen in breadth, which size will admit boats of the same tonnage as ply on the State canals.

Agreeably to the recommendations of the stockholders at their last annual meeting, the Board of Managers made application to the State Legislature for an appropriation in aid of enlarging the canal and locks of the Union Canal, and a bill was introduced for that purpose, but did not finally succeed. Believing that the more this subject is investigated, the greater will be found the propriety and necessity of such increased size of the locks and canal, they hope at the ensuing session to be more fortunate in their application, aided as they will be by the action of a convention of citizens from different parts of the commonwealth, who are to assemble at Harrisburg, for the express purpose of taking into consideration the best means for procuring so desirable a result. In the meantime, as an auxiliary to the above purpose, and for forming an accurate knowledge of the additional quantity of water that can be supplied for the use of the canal of enlarged dimensions, the



Canal Commissioners of the State have designated James D. Harris, Esq. one of the principal engineers in the employ of the State, to examine the whole line of the canal, and report thereon as to its capacity, the supply of water, and other particulars necessary to form a correct judgment as it regards the contemplated improvement. Mr. Harris is now engaged in this examination, and as soon as he has completed his survey, will make report thereon.

Subjoined will be found the Treasurer's annual account of receipts and expenditures, showing a balance of cash in hand at the termination of the year of \$10,649 47; also a statement of the different articles of tonnage, and number of boats that passed through the canal within the year.

All of which is respectfully submitted.

By order of the Board of Managers.

WILLIAM BOYD, *President.*

Philadelphia, Union Canal Office, }  
*November 20, 1838.* }

*Dr. Union Canal Company in account with Thomas P. Roberts, Treasurer. Cr.*

1837.		1837.	
Nov.	To Cash expended by order of the Board of Managers, from November 1st, 1837, to February 1st, 1838, viz. Remitted to Wm. Lehman, resident engineer, to meet payments at Lebanon, for lock-keepers' and collectors' and superintendents' salaries, damages, repairs, lumber and incidental expenses, \$10,521 51 Paid claims for damages, - 2,577 07 Paid officers' salaries, - 1,862 50 Paid interest to loanholders, - 1,723 50 Paid unclaimed interest, - 1,359 00 Paid company's notes, - 1,531 56 Paid current expenses, - 326 35 \$19,901 49	Nov. 1.	By Balance as per last settlement, - - - \$9,137 56 By Cash received for tolls from November 1st to February 1st, 1838, 16,779 08 Received for coal screenings, - 40 40 Received for old castings, - 5 87 16,825 35 By Cash received for tolls from February 1st to May 1st, 1838, - 21,577 52 Received from notes, - 3,014 86 24,892 38 By Cash received from May 1st to August 1st, from tolls, - 50,703 50 Received from rents, - 110 00 Received for limestone, - 80 23 Returned from Lebanon for exchange sent to collector, - 53 00 50,946 73 By Cash received from tolls from August 1st to November 1st, - 34,246 61 Received for interest on money loaned, - 400 50 Received for notes, - 6,463 17 41,110 28
Feb.	To Cash expended from February 1st, to May 1st, 1838, viz. Remitted Wm. Lehman, R. E. to meet payments at Lebanon, &c. 5,830 88 Paid officers' salaries, - 1,583 32 Paid notes, - 3,082 88 Paid certificates of interest (old), 94 08 Paid unclaimed interest, - 361 50 Paid damages, - 550 00 Paid current expenses, - 376 04 11,878 70		
May.	To Cash expended from May 1st, to August 1st, 1838, viz.		





*Statement of the Tonnage which passed the Union Canal from November  
1st, 1837, to November 1st, 1838.*

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Flour, 58,931 barrels, weighing,	-	-	-	12,611,244 pounds.
Grain, 715,766 bushels,	-	-	-	42,946,007
Whiskey, 12,339 barrels,	-	-	-	3,716,106
Iron, bar, pig, castings and rail iron,	-	-	-	22,001,773
Iron Ore,	-	-	-	13,584,803
Coal, Anthracite,	-	-	-	32,486,870
Coal, Bituminous,	-	-	-	13,004,643
Lumber, Tons, 14,261, 1 cwt., 14,261,112 feet,	-	-	-	31,944,752
Shingles, 2,941, 4 cwt.,	-	-	-	6,587,840
Staves,	-	-	-	955,547
Gypsum,	-	-	-	20,384,199
Fish, 16,279 barrels,	-	-	-	4,883,704
Salt, 119,508 bushels,	-	-	-	7,170,479
Merchandise,	-	-	-	29,980,601
Seeds of all kinds,	-	-	-	1,196,927
Bacon and Pork,	-	-	-	1,257,007
Queensware,	-	-	-	764,832
Leather,	-	-	-	638,874
Nails,	-	-	-	1,488,549
Butter,	-	-	-	883,946
Sundries, consisting of Tobacco, Wool, Cotton, Rags, Hemp, Lime, Limestone, Bricks, Grind- stones, Eggs, Fruit, Rail-Road Sills, Char- coal, Live Stock, &c.	-	-	-	35,700,950
				<hr/> 284,189,653 <hr/>

Equal to 126,870 tons, 7 cwt., 2 qr., 9 lbs.

Amount of tolls received during the year ending Nov. 1, 1838, \$123,575 46

Total number of Boats which passed the Canal this year, 7,469

THOMAS P. ROBERTS, *Treasurer.*

*Philadelphia, Union Canal Office,*

*November 1st, 1838.*